

# Montrose Parkway West -- No. 500311

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Rockville**  
**Five residences.**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**May 21, 2004**  
**11-85(03 App)**  
**YES**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	5,632	870	1,440	3,322	840	504	630	711	637	0	0
Land	31,050	6,432	8,492	16,126	13,805	0	0	0	2,321	0	0
Site Improvements and Utilities	2,335	0	0	2,335	0	0	0	2,161	174	0	0
Construction	29,011	7	0	29,004	500	5,450	6,800	9,294	6,960	0	0
Other	147	2	0	145	0	0	0	29	116	0	0
<b>Total</b>	<b>68,175</b>	<b>7,311</b>	<b>9,932</b>	<b>50,932</b>	<b>15,145</b>	<b>5,954</b>	<b>7,430</b>	<b>12,195</b>	<b>10,208</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

EDAET	4,956	1,405	3,320	231	231	0	0	0	0	0	0
G.O. Bonds	27,967	5,661	2,708	19,598	9,294	54	1,005	5,497	3,748	0	0
Contributions	35	0	0	35	0	0	35	0	0	0	0
Development Approval Payment	50	0	0	50	50	0	0	0	0	0	0
Impact Tax	34,304	245	3,279	30,780	5,570	5,900	6,390	6,460	6,460	0	0
Intergovernmental	238	0	0	238	0	0	0	238	0	0	0
Transportation Improvement Credit	625	0	625	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				35	0	0	0	0	0	35	0
Energy				12	0	0	0	0	0	12	0
<b>Net Impact</b>				<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>

## DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

## Service Area

North Bethesda-Garrett Park.

## Capacity

By 2020, the Average Daily Traffic (ADT) volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

## JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

## Plans and Studies

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways. A review of impacts to pedestrians, bicycles and ADA (Americans with Disabilities

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY05	68,175
Last FY's Cost Estimate		61,856
Present Cost Estimate		68,175
Appropriation Request	FY05	50,086
Appropriation Request Est.	FY06	0
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		18,089
Expenditures/Encumbrances		9,082
Unencumbered Balance		9,007
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

## COORDINATION

Maryland-National Capital Park and Planning Commission  
Maryland State Highway Administration  
Maryland Department of the Environment  
Maryland Department of Natural Resources  
U.S. Army Corps of Engineers  
Department of Permitting Services  
City of Rockville  
Affected communities  
Montrose Trail  
Rockville Pike/Randolph Road/Montrose Road Intersection Improvements Project.

Special Capital Improvements Project Legislation was enacted by Council on May 23, 2002 (Bill No. 12-02).

## MAP

See Map on Next Page

Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

#### **Specific Data**

This project is the western portion of the master-planned Montrose Parkway. The eastern portion (east of the CSX Railroad) will start Phase I of the Facility Planning process and will be completed in FY06. The Randolph Road/Rockville Pike (MD 355)/Montrose Road grade-separated interchange, including a relocated Randolph Road over the CSX Railroad, is in the preliminary design stage by the Maryland State Highway Administration (MSHA). Schedules for both Montrose Parkway West and the MSHA's project are running concurrently. The scope of work has been revised to provide safe access to the office building at 2101 East Jefferson Street by constructing a 450-foot private access road to connect the property to Montrose Parkway. In addition, reforestation, a bikeway bridge over an unnamed tributary, and a berm along Montrose Road behind the homes on Tildenwood Lane to the east of Tildenwood Drive have been added to the scope of work.

In coordination with M-NCPPC's recommendations for the Wilgus East development, the alignment of the Parkway east of East Jefferson Street was shifted to the south to allow for a greater distance between the Parkway and the residential development to the north.

#### **Cost Change**

Construction cost increase due to higher unit prices, longer span for the Montrose Road Bridge, the addition of a bikeway bridge over an unnamed tributary, and the addition of the private access road for an office building and the addition of the segment of the bikeway between Tildenwood Drive and Hitching Post Lane Extended. The land cost increase reflects a higher estimate for right-of-way, and the addition of an approximately 0.5 acre wetland mitigation site.

#### **STATUS**

Final design stage.

#### **OTHER**

The project cost assumes acquisition of approximately 7.8 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231. This project is divided into two stages: Stage 1, funded for completion by FY08, includes designing the full project and acquiring land and construction of the project from East Jefferson Street to Tower Oaks Boulevard. Stage 2, funded in FY09, consists of acquiring land and construction of the project from East Jefferson Street to 'old' Old Georgetown Road, including the enhanced streetscaping in this section. Once the MSHA has programmed the funding for land acquisition and construction of the Randolph Road/Rockville Pike/Montrose Road grade-separated interchange, the Council will reconsider the timing of Stage 2. During the final design stage, further attempts will be undertaken to reduce community impacts. One objective will be to reduce frontage impacts and to improve parking and access for the Old Farm Pool and Paddle Tennis Club and Faith United Methodist Church.

#### **FISCAL NOTE**

The Intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project.